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India Basin Airport Proposal

San Francisco Junior Chamber of Commerce

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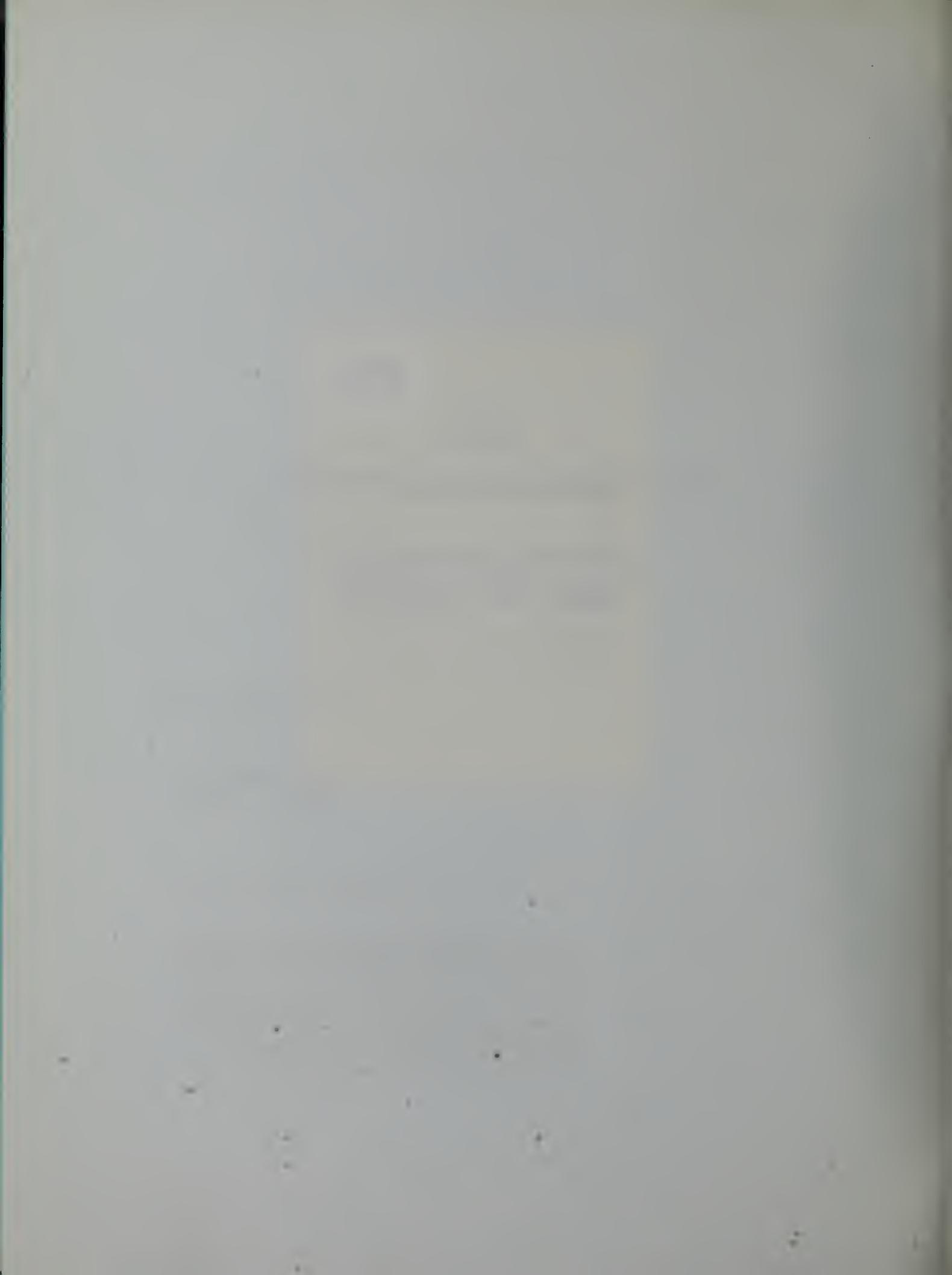
INDIA BASIN AIRPORT PROPOSAL

DOCUMENTS DEPT.

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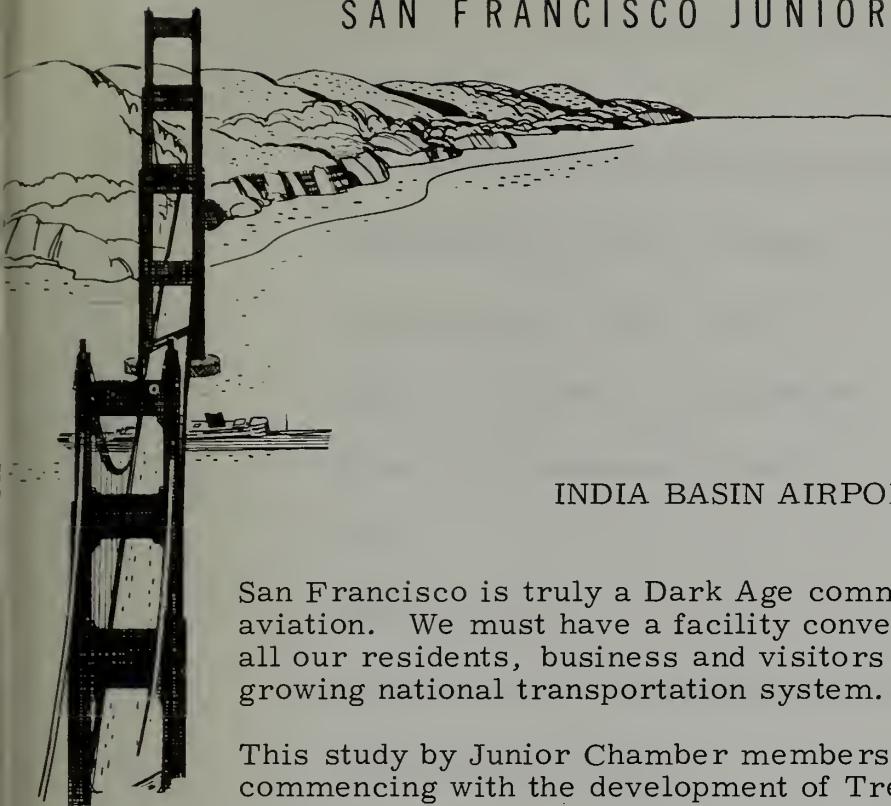
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SAN FRANCISCO JUNIOR CHAMBER OF COMMERCE



519 California Street
San Francisco, California
October 1966

INDIA BASIN AIRPORT

San Francisco is truly a Dark Age community in the world of general aviation. We must have a facility conveniently located for access by all our residents, business and visitors to join this vital and rapidly growing national transportation system.

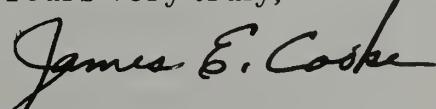
This study by Junior Chamber members advances our 30-year effort, commencing with the development of Treasure Island, to acquire a general aviation facility by presenting facts for intelligent decision-making. Thus, the anxiety and fears expressed by an uninformed small segment of the public in such developments can be judged in the light of actual experience and knowledge.

In addition, this study emphatically establishes the basis for our enthusiastic support of this development, and the specific resulting benefits the project would bring to San Francisco in the form of:

- ¶ Jobs for residents.
- ¶ Capability for business and industry to compete.
- ¶ Tourist revenue, and
- ¶ Recreational opportunities.

No organization stands alone and we ask your participation in this project. Please contact the Junior Chamber, the "Young Men of Action", to bring San Francisco into the new era of aviation.

Yours very truly,


James E. Cooke
President

JEC/hf

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INTRODUCTION

The City of San Francisco must have adequate facilities to serve the rapidly growing needs of general aviation. To meet this need, the Junior Chamber of Commerce proposes that a general aviation airport be constructed at India Basin, north of Hunter's Point Naval Base. Facilities planned for this airport would serve the people of San Francisco by providing a quality restaurant and motel, aviation repair shops, aircraft fueling facilities, an automobile service station, and adequate parking space for both aircraft and automobiles in addition to the landing facilities. This attractive complex will beautify what is now an unsightly fill and significantly ease the city's air transport problems.

How much business, how many jobs, have either left San Francisco or refused to come here because we lack adequate aviation facilities to serve them? Both the Federal Aviation Agency and the California Aeronautics Division agree that the present facilities for general aviation located in San Mateo County are completely inadequate for a city of this size and importance.

In a survey completed by the United States Chamber of Commerce, responding business firms rated the availability of an airport as one of the five most important factors in any decision to locate in a new area. Without improved facilities, San Francisco can not expect to compete successfully for this rapidly growing segment of the nation's economy. This point was brought out by the Bay Conservation and Development Commission who stated in their recent study "Air Transportation and San Francisco Bay" that "Ideally, there should be a general aviation airport convenient to each major center of business activity in a metropolitan area."^{1/}

1/ "Air Transportation and San Francisco Bay," San Francisco Bay Conservation and Development Commission, September 1966, pp. 30-31

THE NEED AND GROWTH OF AVIATION

General aviation is by far the most important type of flying. The FAA Statistical Handbook of Aviation provides data on the shipments of general aviation aircraft that demonstrate the accelerating growth since 1961.

| <u>Aircraft</u> | <u>1961</u> | <u>1962</u> | <u>1963</u> | <u>1964</u> | <u>1965</u> |
|----------------------|-------------|-------------|-------------|-------------|-------------|
| Single-Engine | | | | | |
| 1-3 place | 2,159 | 1,247 | 1,404 | 2,187 | 3,452 |
| 4 places & over | 3,821 | 4,518 | 4,913 | 5,625 | 6,421 |
| Multi-Engine | 963 | 1,032 | 1,311 | 1,637 | 1,979 |
| Total Yearly General | | | | | |
| Aviation Sales | 7,414 | 7,249 | 8,121 | 10,064 | 11,852* |

The growth and future importance of general aviation is also demonstrated by the FAA's figures on the number of airman certificates issued between 1960 and 1964.

| <u>Type</u> | <u>1960</u> | <u>1961</u> | <u>1962</u> | <u>1963</u> | <u>1964</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|
| Student | 51,465 | 57,230 | 60,627 | 69,130 | 84,629 |
| Private | 19,065 | 16,762 | 19,536 | 21,133 | 26,425 |
| Commercial | 5,952 | 5,517 | 5,359 | 6,279 | 8,772 |

Student pilot certificates increased 65% between 1960 and 1964, private certificates 39%, and commercial licenses 47%. Not only are the number of private aircraft and licensed pilots growing rapidly; the rate of growth per year has been increasing.

At present, private planes fly five times the hours, twice the

*Not all manufacturers reported in 1965.

mileage, and more passengers than all the commercial
airliners in the country.^{2/} Thus it is obvious that the general public demands these services; without them a growing body of influential people will be forced to turn elsewhere if they are to enjoy the benefits of modern day aviation.

The inadequacy of San Francisco's airports and the need to obtain additional facilities was recognized long ago. Three years ago, the Federal Aviation Agency determined that the Bay Area needed twelve more general aviation airports than are available today.^{3/} In addition, the special report on California airports prepared for the state legislature by the University of California stated: "The most general indication of this study is that special attention should be given to the airport problem in urban areas."^{4/}

2/ Clyde Barnett, Director of Aeronautics, State of California

3/ FAA Master Plan, 1963

4/ Walter E. Gillfillan, California Airports: Facilities, Inventory, Air Traffic and Land Use Protection, University of California, Berkeley, February 1965.

Whereas scheduled airlines serve fewer than 550 cities with ten of the carriers handling 45% of the traffic, general aviation serves more than 8,000 communities. Much of California, like much of the nation, can be reached by air only through general aviation. Within the Bay Area there are three million people. By 1970, the Department of Finance has estimated that the population will grow to 3.4 million and to 4.2 million by 1980. 563 aircraft are registered to businesses and individuals within ten miles of the city, yet there is not one general aviation airport that serves San Francisco. In the entire state only one other county, Alpine, with a population of 397 and two registered aircraft has no airport.

The closest airport to the city is San Francisco International and its facilities are both too far and too overcrowded. In rush hours, the city-to-airport connection takes more than one hour, twice as long as recommended by the FAA. The time spent travelling to and from the airport and taxiing out from the terminal to take-off severely reduces the advantage of airplanes as a modern, efficient means of travel. In Economic Planning for General Aviation Airports,

the FAA recognized the effect of this problem upon the importance of general aviation for urban centers. "It has already been amply demonstrated that long city-to-airport time retards the short haul markets of the airlines. Because itinerant general aviation is primarily short haul, it can be similarly affected. Because these large communities exercise such positive control over the national itinerant traffic pattern, the planning for their general aviation facilities importantly affects the entire United States." (italics in the original)

The present arrangement of light planes landing at San Francisco International mixed with airliners is both inadequate and unsafe. Clyde Barnett, director of the California Aeronautics Division, has emphasized the dangers of this combination of small, slow and large, fast aircraft, and stated, "It seems a serious accident will be necessary to arouse the public and force significant changes." On this same problem of the combination of commercial and general aviation, the FAA has said: "It is clear that general aviation can expand in coexistence with the carriers until 30,000 to 50,000 air carrier operations per year take place." The fact

that San Francisco International is well beyond this range is proven by the estimate of the chief of operations at the airport that more than 228,000 air carrier operations occurred during 1965. Understandably, San Francisco Airport is discouraging, or at best not welcoming, general aviation traffic to this area.

The survey entitled General Aviation Use of San Francisco International Airport, prepared for the Public Utilities Commission in 1962, stated: "It is clear, definite restrictions on non-air carrier use of S.F. International will be required."

Though the dangers inherent in the situation were apparent in 1962, little has been done to solve the problem. As of May, 1966, the year to date figures show that passenger traffic increased 23.5%, aircraft operations 13.0%, and cargo handled by 40.3% over the same 1965 period. 5/ With the advent of even larger and faster jets, today's airports, and San Francisco International in particular, will be unable to handle the increase in traffic. If the safety of our citizens who travel on the commercial airliners is to be considered, we must provide alternative facilities for business and private aircraft.

5/ "Business Indicators," San Francisco Chamber of Commerce, September 1966, page 6

India Basin is the last possible location left for the citizens of San Francisco.

The Western States Aviation News survey revealed that all 170 respondents in the sample would use the proposed airport and that only 97 of these now use the International airport. Thus inconvenience is keeping 43% of this traffic away from San Francisco. One of these respondents, a veteran pilot, wrote this on his survey: "S.F. International is the worst airport on the West Coast for private planes." Within the Bay Area, San Carlos, San Jose, and other cities much smaller than San Francisco provide equal or better facilities to serve the public and their airports are already operating at capacity. Just how long are we going to allow this situation to continue?

The inadequacies of the services provided at San Francisco International are shown by both state and national statistics. The FAA showed that San Francisco International handled more general aviation traffic in 1946 than it did in 1963. The FAA listed the top twenty-five airports in the nation in handling general aviation flights to or from other airports. Van Nuys, California, ranked

first in the nation; Long Beach, second; Santa Monica, fourth. Santa Ana, Torrance Municipal, and San Diego appeared in the top twenty-five. San Francisco was not listed San Jose had more than twice the operations of San Francisco International.

Thus we have no choice but to conclude that, other than the major air carrier operations, San Francisco's citizens are not and apparently will not be adequately served by the International Airport. The rapid growth of aviation anticipated over the next few years makes it obvious that even the projected expansion of the airport will be hard pressed to satisfy the demands of the public for transportation. Not only will the facilities preclude useage of the airport by both general aviation and the larger commercial aircraft; safety factors will demand their separation. The day has long passed when we could afford to allow all types of aircraft to use the same facilities. If we do not act now to provide an airport for our corporate and private citizens who rely upon the versatility of modern day aviation, an important segment of San Francisco's economy will be lost.

BUSINESS AND PLEASURE FLYING

Furthermore, the survey by Western States Aviation

showed that only six of the 69 Bay Area respondents base their business or pleasure flying at San Francisco. When asked if they would base their flying at the new airport, 24 said they would base their business aircraft and 35 said they would base their pleasure flying there. San Jose, San Carlos, Palo Alto, Oakland, and Fresno out-ranked San Francisco in respondents based there. Hillsboro, Oregon, was tied with San Francisco. Perhaps the reason for this poor showing can be found in the statement of Clyde Barnett, "that San Francisco is further behind in the development of general aviation facilities than any city half its size." As a result, San Francisco suffers in two ways, not only does the city lose the income and business which visitors would bring, but it also loses the business of the many pilots who live there.

EXPERIENCE OF OTHER CITIES

The experience of other cities demonstrates the economic value of a nearby general aviation airport to large metropolitan areas. For example, Meigs Field, in Chicago, is located only five minutes from the center of the city.

Though it is a general aviation airport and thus open to all personal and business aircraft, studies have shown that the majority of the aircraft are owned by large corporations.

The value of this airport can not be measured by the many millions of dollars spent by tourists arriving at Meigs; of far more importance is the value to the economy of large corporate business in the city because of the nearby general aviation airport. Without such a facility, many firms would undoubtedly relocate some of their offices. A comparison of Meigs Field and India Basin reveals that they are quite similar.

Chicago officials credit the convenience of Meigs Field for company aircraft as partially responsible for the fact that 503 of the nation's 650 leading corporations have operations in that city.

Based upon greater ownership and operation of planes in California and the Bay Area, operations at India

Basin are expected to be greater than at Meigs Field. Even now several existing airports in the Bay Area, including San Jose, handle more planes and more passengers than Meigs though they have not computed the value of this traffic to their economies as have the Chicago authorities.

The advantages to the city in both added business revenues, tax income, and convenience are obvious. Even based upon the relatively conservative figures used above, the greater popularity of aviation in the western states and the attraction San Francisco has for tourists should assure a greater return than for Chicago.

But this is only half of the picture. The other half is the businesses that will expand and others that will locate here if this city gets convenient general aviation facilities.

EFFECT UPON INDUSTRIAL DEVELOPMENT

The experience of other cities and businesses points out the value of similar airports. Walter Gillfillan, author of the special report to the legislature, stated in an interview that the types of industries which demand aviation facilities for normal operations are the same types that San Francisco desires to bring here. General Aviation and its Relationship to Industry and the Community was more specific. "Community officials all too frequently have failed to recognize that the airport and the business it generates is an economic asset that should be afforded every protection possible to assist in maintaining economic flexibility of the communities which it serves. . . .

The rate at which general aviation airports are disappearing is particularly alarming when it is recognized that the vigorous new industries of today -- the electronics, chemicals, instruments, research and development and test activities -- have demonstrated an unprecedented dependence on general aviation as a means of insuring necessary mobility of their critical and expensive specialist staffs."

These are the industries that pay higher wages and higher taxes, the ones which require less land, less public

services and produce less contaminants for the air and water.

These are the industries which other cities have built airports to attract. *

Respondents to the Western States surveys who use their planes for business purposes had no doubt about its value. Examples of their reactions are: "An airport for small aircraft near San Francisco would greatly help my business in the city." --- "A 'closer in' airport would increase my business use of planes two or three hundred percent." --- "Would fly into San Francisco more often instead of \$100 per month phone bills." --- "It is about time someone does something to invite business into San Francisco."

Another aspect of business flying in California is agriculture. Almost half of the state's airports are in the farming areas. One of every six acres was treated from the air last year. Thus agriculture is big business in this state; we grow half of the nation's agricultural produce. Yet the business and pleasure flying of the International Flying Farmers has almost no access to San Francisco.

*Greater detail on corporations is located in the appendix, at the end of this proposal.

Doctors and lawyers have flying associations and the Rotarians have an international flying group which holds "migrations" to selected cities. There is even a National Intercollegiate Flying Association.

Another group denied access to the City are the fleet of air ambulances throughout the state. There are no air ambulance aircraft based in the Bay Area. The India Basin Airport would provide an excellent home base for air ambulance access to San Francisco's many fine hospitals.

COST OF THE PROPOSED AIRPORT

Almost all of the nation's airports, developed to increase business, were financed all or in part by public money, i.e., by tax funds. The India Basin Airport would not cost taxpayers a dime. Developers are willing to build all the facilities and gain the investment back through operations. Yet, the entire airport, and its facilities, would belong to the Port Authority which now owns the land.

The land today is a muddy garbage fill. The Charter of the Port Authority requires it to use the land for transportation in a form that will return a profit to the Authority. If the investment is made by a private corporation, the Authority will not have to sell bonds. In each particular the India Basin Airport will be an asset to the Authority.

SAFETY

Both the Federal Aviation Agency and the California Aeronautics Division have approved the location as safe for general aviation. The FAA conducted hearings to determine the safety of operations in the area. All protests raised were carefully considered, and approval was granted. In answer to the Navy's objection that the traffic pattern would conflict with the Alameda pattern and that they are incompatible under FAA guidelines, FAA pointed out that the overlapping area is visible from both towers and within an airspace reservation controlled by Alameda. Furthermore, the guidelines recognize that each situation is unique and thus after evaluating all the factors the FAA concluded that the airspace could be safely utilized by both airports.

The Air Transport Association objected to the potential conflict between departures from San Francisco International and aircraft operating to and from India Basin. The FAA disagreed and concluded that since the airports will be 7.4 nautical miles apart, departing traffic will be at sufficient altitude to avoid any conflict.

Both the FAA and CAD specify minimum safe levels for operations at airports. The single and twin engine propellor planes which would use this airport all perform well beyond the minimums necessary. The filmstrip, "Everyone Flies" showed understanding of the apprehensions of people when an airport is proposed. "Fear comes from lack of understanding. Fear is an emotional experience and statistics can be meaningless. But statistics prove that flying is the safest form of transportation."

Concern has been expressed about the possibility of an accident involving people in the area. The nearest residential area is 1-1/2 miles from the center of the runway. The special report to the legislature on California Airports shows that 117 of 146 airports for which information is available have residential areas within 5,000 feet. Ninety-four of 146 have a residential area within 2,000 feet. India Basin will be 7,800 feet away from the nearest residential area, a greater margin of safety than 80% of the existing airports in the state. The flight plan which the FAA has approved for India Basin normally requires planes to land and take off over the Bay. Under normal conditions, planes will not fly over any residential area --- schools, hospitals, churches, etc. The entire flight is over water.

NOISE LEVEL

There will be no interference with the normal daily activities of the residents of the area. There has been some objection to the possibility of noise in the area, but it was based on a lack of knowledge concerning general aviation and a lack of knowledge concerning noise itself in the urban areas. The FAA in the approval points out that noise is no problem.

The noise level from operations at India Basin will be less than that of the jet liners from San Francisco International. It will be comparable with the present noise of truck traffic on Third Street or auto traffic on the freeway. In the midst of present activity in the area, the light planes will be unnoticeable. For example, during the last ten years Mr. Joyce, operator of the Chatfield Air Service, has flown a sea plane daily from the mouth of Islais Creek. The residents of the area have not noticed, much less been annoyed by, his flights. His plane is as large as the heaviest craft to use the India Basin Airport.

Aircraft from India Basin will not fly over any of the local schools. Even where this has been found to be necessary at other airports, local authorities have not

considered the noise or danger to be significant. In the Appendix of this report are quotes from letters from principals of schools around Reid's Hillview airport in San Jose where there are schools and houses on the borders of the airport property. There are no complaints of excessive noise interfering with even scholastic activities. And there is no apparent danger, or the schools and houses would not have been built that close to an operating airport.

EMPLOYMENT AND ECONOMIC REJUVENATION

Right now the ground for the airport is an unoccupied and unsightly mudflat. The airport would cover and improve this land, including the addition of a high quality restaurant with a view of the Bay, a high quality motel, and park areas in the unused spaces on the grounds. Any change of the present appearance of the ground will be an improvement. The airport will be a more attractive improvement than a parking lot, industrial plant, and so forth.

The favorable effect of this airport on the local community is a factor that is too often overlooked. Once the facility is established, it will serve as a focal point for numerous firms that prefer to be located near aviation facilities. This will result in the destruction of many of the old, vacant buildings and wrecking yards resulting in the construction of new, attractive structures that will upgrade the entire area and simultaneously increase property and income tax revenues to the city and state.

Local residents, many of whom are unskilled and from minority groups, will find that the airport and new businesses will offer a chance to obtain a decent, stable job.

San Francisco, through Mayor John Shelly, has expressed a desire to aid the residents of this area. Through India Basin this can be done - both quickly and effectively.

No general industrial use of the land can be made for at least eight years until it settles. Except for the airport, the land will remain idle for eight years, gaining no income, serving no purpose for the city, producing no jobs for the citizens.

FUTURE REQUIREMENTS

Looking into the future, increasing aviation congestion along the corridor from the Bay Area to Los Angeles will increase air travel to the point where San Francisco International will no longer be able to handle the load. Using San Francisco as an example, McDonnell Aircraft Corporation concluded that an airport (India Basin would be ideal) close to the central district capable of handling the vertical (VTOL) and short takeoff (STOL) and landing aircraft presently being developed is essential to the future of the City.^{6/} By 1975 these special STOL and VTOL aircraft will be able to handle commuter or short haul passengers more economically than competing forms of jet transportation.

McDonnell Aircraft has estimated passenger trips between Los Angeles and San Francisco at 2,700,000 per year in 1975.^{7/} Based on present knowledge one million will use these new STOL and VTOL airplanes and the rest will fly in

6/ "Short and Vertical Take-Off and Landing Aircraft for Intercity Transportation," Robert E. Hage, McDonnell Aircraft Corporation, Nov. 15, 1965.

7/ Ibid, p. 17.

conventional jets. The question is: will San Francisco have
the facilities to meet the demands of the public? The answer
is an emphatic yes - if India Basin Airport is approved.

The site at Islais Creek is the last location available
for an airport designed to meet this need - we must not deny
our city the advantages, convenience, and economic stimulant
that such a facility will foster.

A general aviation facility in San Francisco for the
open use of all the citizens and businesses in the city has been
a goal of the Jaycees for more than thirty years, starting with
the establishment of Treasure Island as an aviation facility,
but which became a Naval training center instead.

Every other type of transportation for men and
products is found in San Francisco in major league style -- rail,
commercial airliners, an international shipping port, and soon
a rapid transit system. Only in general aviation does San
Francisco rank behind such major cities as Atlanta, Boston,
Chicago, Los Angeles, and Seattle. Every year that passes
increases the need for general aviation facilities and every
year decreases the sites capable of holding this facility.

WE URGE ALL INTERESTED PEOPLE TO STUDY
THIS PROPOSAL CAREFULLY, TO DISCOVER ALL THE
FACTS OF THE SITUATION, THEN TO MAKE THEIR
DECISIONS KNOWN TO THE RESPONSIBLE AUTHORITIES.

A GENERAL AVIATION FACILITY IS LONG OVERDUE.
THERE IS NO REASON FOR SAN FRANCISCO TO PRICE ITSELF
OUT OF THE MARKET FOR A MAJOR AND GROWING FORM
OF MODERN TRANSPORTATION.

THIS AIRPORT WILL BE A MAJOR PART OF
SAN FRANCISCO'S FUTURE. IF IT IS NOT, THAT FUTURE
WILL SUFFER THE LOSS.

APPENDIX

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AERIAL FLIGHT DONATED BY AIR PHOTO COMPANY



AERIAL LOOKING SOUTH TOWARDS HUNTER'S POINT NAVAL SHIPYARD

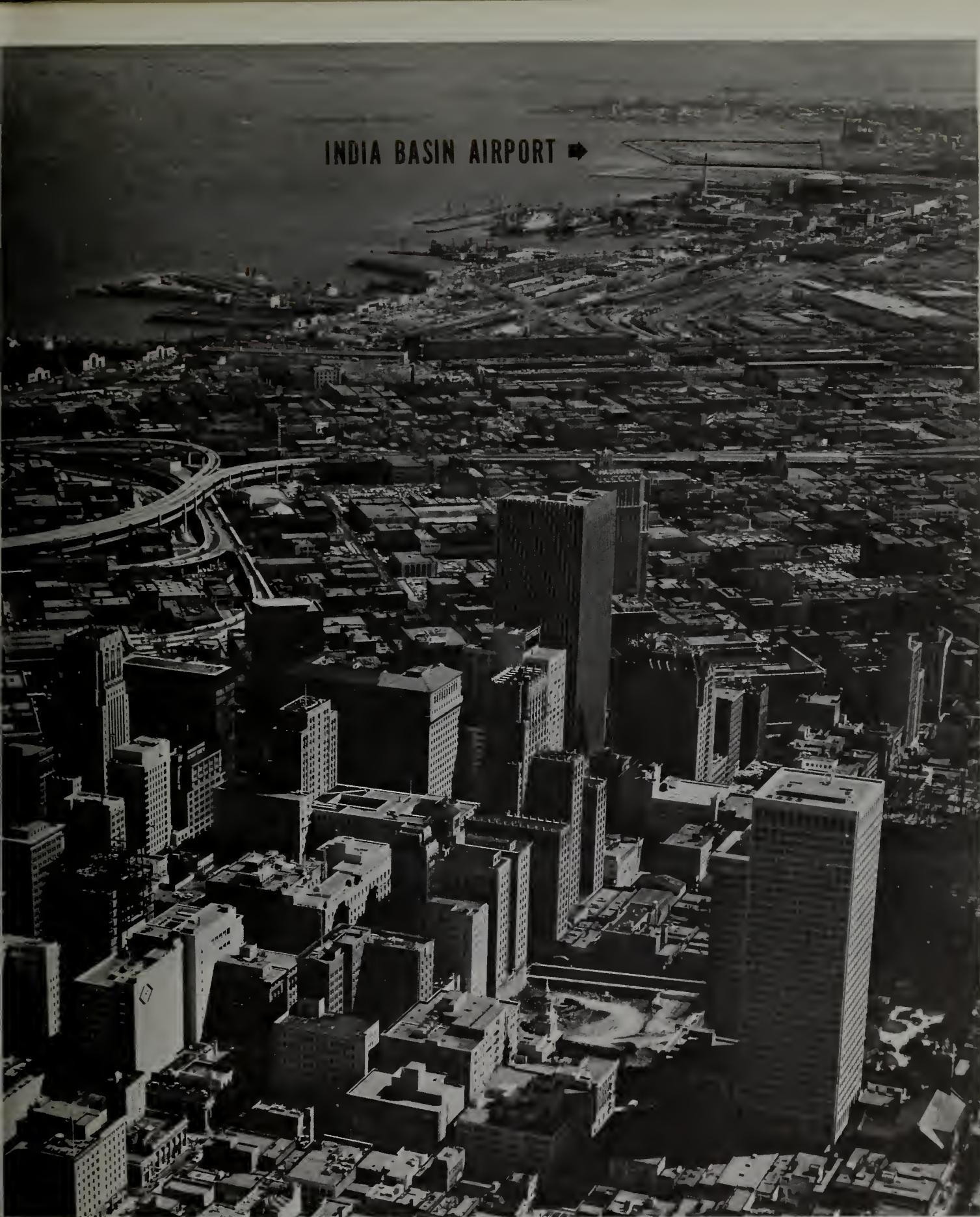
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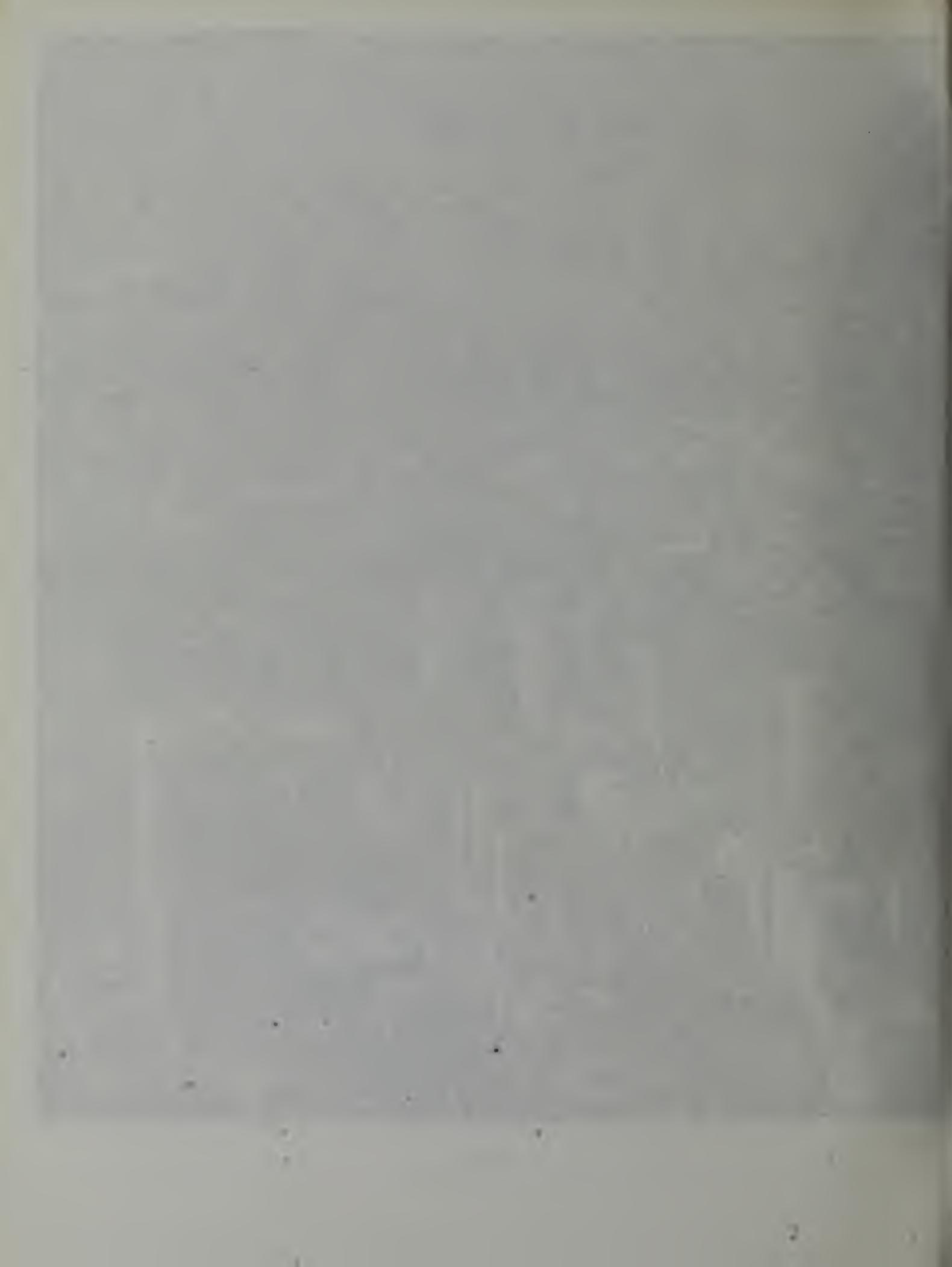


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Photograph donated by Don Maskell Photography

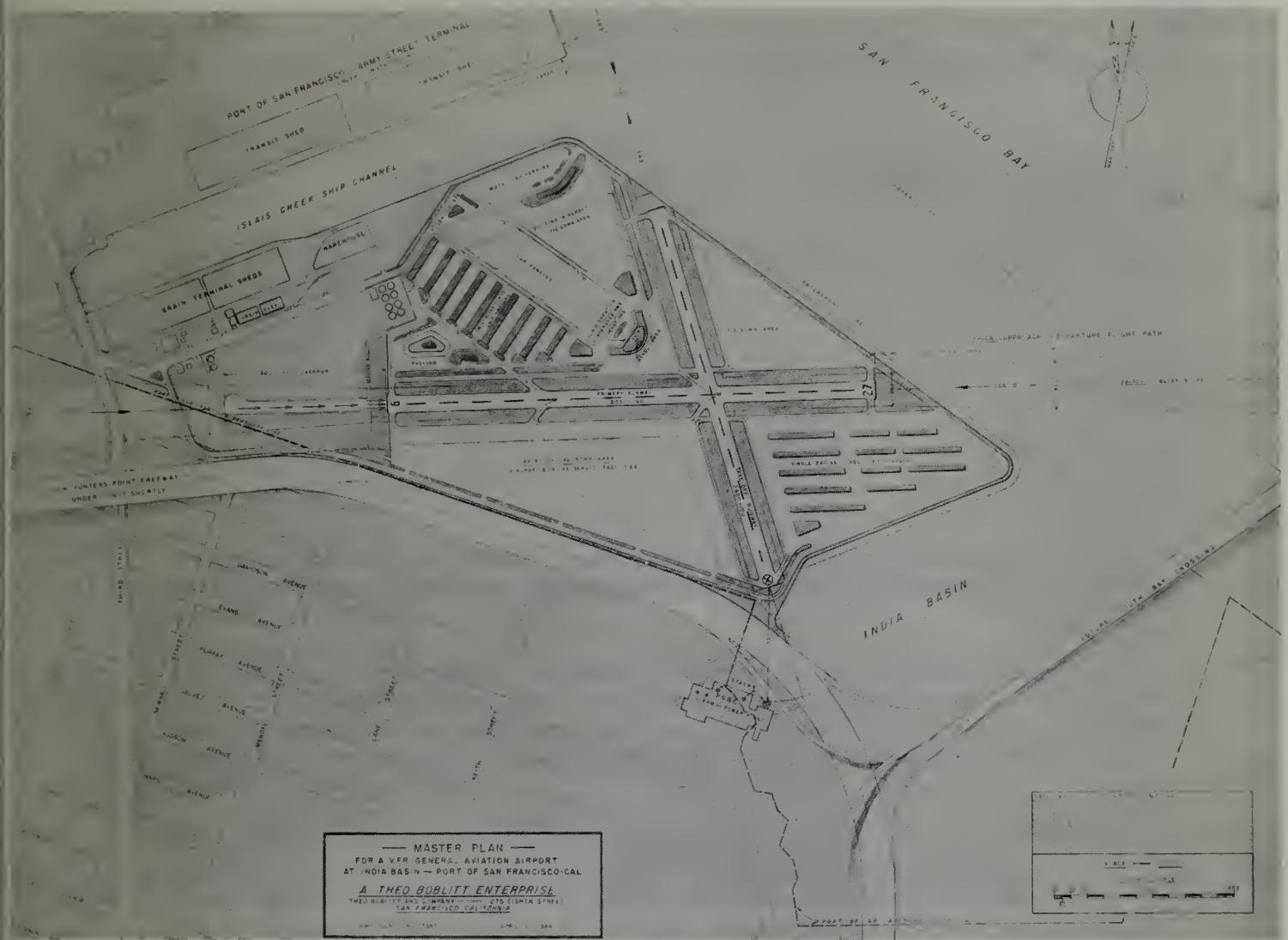
INDIA BASIN AIRPORT →













EDMUND G. BROWN
GOVERNOR

State of California
GOVERNOR'S OFFICE
SACRAMENTO



October 3, 1966

Mr. James E. Cooke, President
San Francisco Junior Chamber of Commerce
519 California Street
San Francisco, California

Dear Mr. Cooke:

I wish to commend the Junior Chamber for promoting general aviation facilities in San Francisco. This action will benefit all the people of the State of California.

The proposed development of a general aviation facility at India Basin in San Francisco has been approved by both the Federal Aviation Agency from airspace and safety aspects, and by the California Division of Aeronautics as an excellent solution to providing desperately needed air access to the area.

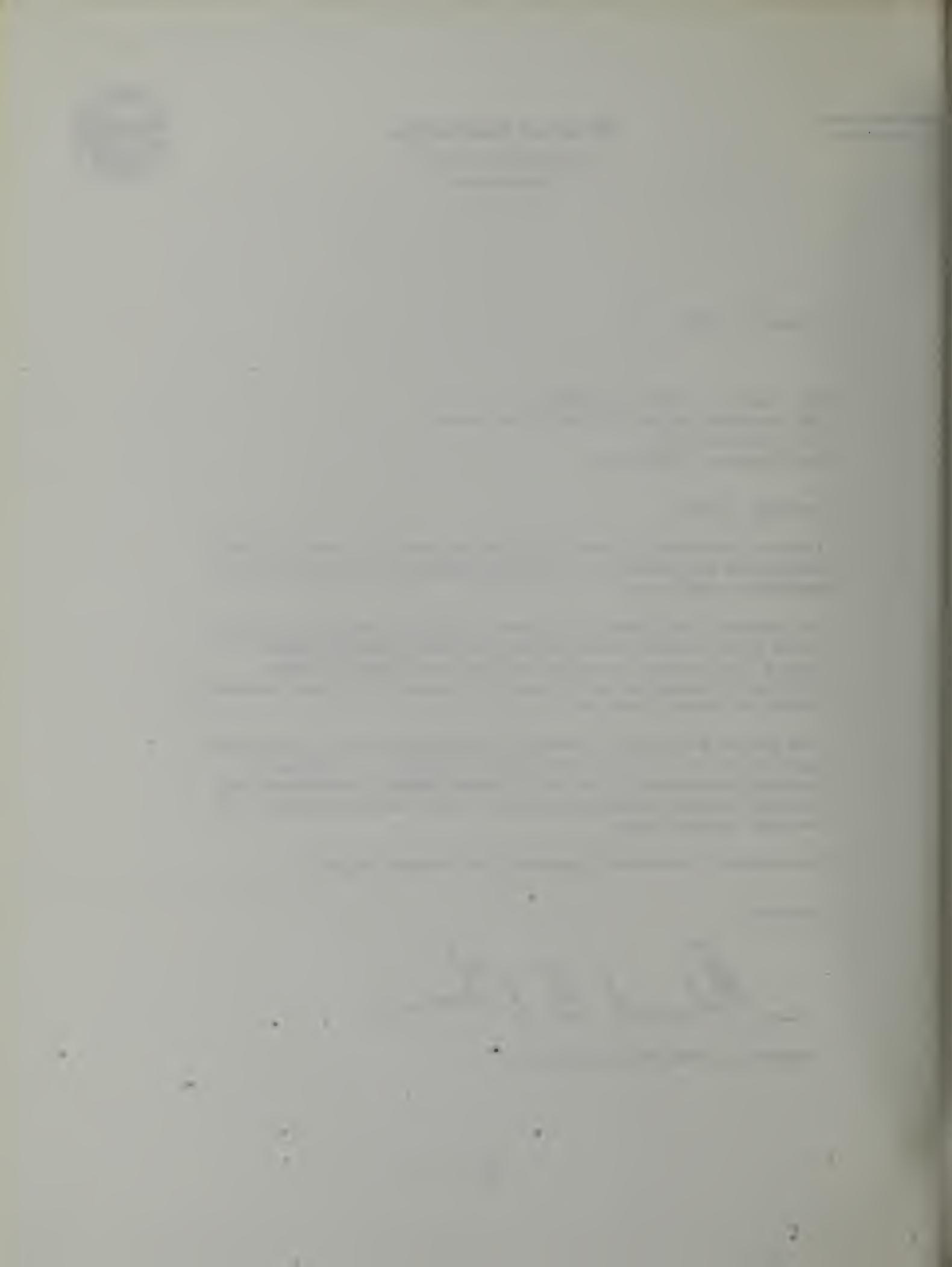
This project should allow more San Franciscans to share in the rapidly growing private aviation development in California. In addition to providing employment at the site, it should advance recreational and business contacts between San Francisco, the rest of California, and all of the western states.

Best wishes in successfully pursuing this valuable project.

Sincerely,

A handwritten signature in black ink that reads "Edmund G. Brown".

EDMUND G. BROWN, Governor



W. W. SHEPHERD, Chairman
East Los Angeles
LEROY LAMPSON, Vice Chairman
Robbins
NORMAN LARSON, Secretary
Van Nuys
ALVIN SCHAEFER, Member
Los Angeles
FOREST FIORINI, Member
Turlock

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

EDMUND G. BROWN
Governor

CLYDE P. BARNETT
Director of Aeronautics
Sacramento Municipal Airport
Sacramento, California 95822
445-2582



CALIFORNIA AERONAUTICS DIVISION

March 15, 1966

Mr. Gerald French, Chairman
Aviation Committee
San Francisco Junior Chamber of Commerce
San Francisco, California

Dear Mr. French:

This is in answer to your question, "What the probable interference would be to the local residents--if, as, and when India Basin Airport becomes a reality?"

We sincerely feel that this little general aviation airport will result in a very nominal interference with even the closest residents to the site, for the following reasons:

1. We have--from the very inception of this project--had an understanding with the sponsor that it would be limited to 12,500 lb. aircraft, which means that there will be no large airplanes using the facility. (There is a decided break in category of aircraft between all of the small single engine and light twin engine aircraft, which jumps clear to the DC-3--or larger.)
2. We will also NOT issue a permit on this site for jet aircraft--of any size!
3. The above two restrictions have made the airplane very acceptable throughout the United States--at many airports with similar circumstances; the prime example is an almost identically situated airport on the downtown Chicago lake front, known as Meigs Field, which handles one of the highest quotas of light airplane traffic in the United States every day--and in even closer proximity to one of the most expensive and sought-after housing areas in the United States, which is the Chicago Lake Front high-rise apartments.

March 15, 1966

Local studies in Chicago have proven that this airport not only does NOT bother the legion of lake-front apartment owners, but when surveyed recently, they uniformly say that they enjoy the view of this activity--and it makes it a more interesting place to live!

4. All traffic into this airport (India Basin)--will be completely over the Bay.
5. ---And, it is very doubtful that any resident, at any point, will ever even hear them at all.
6. All take-offs possible--and this should be as much as 92% of all take-off traffic--will also be out over the water, completely to the North, and it is our sincere belief that there will be less noise to any resident than they already have on the local streets and freeways. In fact, we believe the freeway traffic will mask completely what small amount of noise that these light aircraft do make!
7. It will be necessary (under high wind component condition), i.e., in excess of 15 knots--for these aircraft to take off into the wind, to the West--for approximately 8 to 10% of the year. However, again, it is our belief that because of the high wind itself--these aircraft will be able to achieve such an altitude--so fast--that they will offer only very minimal amounts of noise or disturbance to the local residents, even for this minor percentage of the total time!

We do not have as yet an actual application for a state permit for a public use airport at this site, so it has not been considered by our Board, but I believe I can assure you that our Board will have the safety of the public uppermost in their minds, as a consideration before granting any airport in this area.

Likewise, I am reasonably certain that they will impose such a flight pattern, and stiff regulations, on the use of such an airport that it will preclude any problems for the local homeowners.

It is understood by everyone in the aviation industry that the whole purpose of this airport is to provide desperately needed air access to the area so that San Francisco will have a proper "bus stop" in the coming means of transportation for the individual--and to enable San Franciscans to enjoy the economic prosperity that rides with such a facility!

We will be glad to cooperate and provide aircraft and pilots to make actual flight tests of the site to demonstrate to all interested, the truth of all the above statements; as soon as it can be arranged with the University of California to provide the sound decibel level equipment at various locations in the area for such a test.

Mr. Gerald French

- 3 -

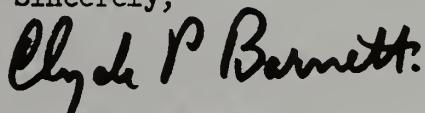
March 15, 1966

This is the only way to document--actually--the situation, because of the fact that each and every airport site varies tremendously in its noise characteristics by virtue of the variables involved in the following specifics:

1. Nature and gradient of the terrain.
2. Average prevailing winds.
3. Physical make-up of the actual surface in question--trees, open ground, houses, buildings, hard surface, etc.
4. Distance from point of take-off.
5. Size and individual characteristics of the typical aircraft to be using the facility.

We offer our full cooperation in solving these problems because we are acutely aware of the desperate need for such an airport in this area!

Sincerely,



Clyde P. Barnett
Director

CPB/vs



W. W. SHEPHERD, Chairman
East Los Angeles
LEROY LAMPSON, Vice Chairman
Robbins
NORMAN LARSON, Secretary
Van Nuys
ALTER SCHAEFER, Member
Los Angeles
FOREST FIORINI, Member
Turlock

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
EDMUND G. BROWN
Governor

CLYDE P. BARNETT
Director of Aeronautics
Sacramento Municipal Airport
Sacramento, California 95822
445-2582



CALIFORNIA AERONAUTICS DIVISION

June 3, 1966

Mr. Theo Boblitt
275 Eighth Street
San Francisco, California

Dear Mr. Boblitt:

Our staff has completed its investigation of the proposed site, submitted to the FAA for airspace approval in April, and this letter is to confirm our approval of this as a feasible, and safe, light-plane facility.

This Site Approval is subject to the following specific restrictions on its use--which have been designed to afford the maximum protection--and the least possible disturbance--to any and all residents in the area.

1. This is to be a Visual Flight Rule Airport, only--no Instrument Flight Rule Operation, whatsoever.
2. Traffic must be limited to 12,500 lbs. or less--and in the event that any particular airplane now in existence (or yet to be built) produces an unseemly amount of noise, it will be prohibited from the use of this facility. (We are willing to be the responsible agency for determining this.)
3. All possible take-offs must be to the North--with take-offs to the West limited to those only absolutely necessary, because of a wind in excess of 15 knots.
4. One Hundred Per Cent of all landing to be from the Bay, on a Westerly heading.
5. No touch-and-go traffic.
6. No student training.
7. No circling of the field at pattern altitude--unless in emergency!

Mr. Theo Boblitt

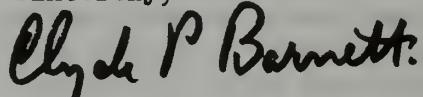
- 2 -

June 3, 1966

8. The installation and operation of a Control Tower, and its being properly staffed and operating--before any traffic uses the airport. --and that all traffic coming and going, is to be so controlled as to make almost 100% of the route to and from the airport, over the open water of the Bay.

The price of the continued use of this facility, must be absolute discipline--of the pattern, and pattern altitude--and any, and all violators must be denied further use of the facility!

Sincerely,



Clyde P. Barnett
Director

CPB/vs



FEDERAL AVIATION AGENCY
SAN FRANCISCO AREA OFFICE
831 Mitten Road
Burlingame, California 94010

June 29, 1966

IN REPLY
REFER TO Case 66-SFO-28-NR

TO ALL CONCERNED:

On June 7, 1965, Mr. Theodore Boblitt of San Francisco proposed the establishment of a general aviation airport at North Latitude $37^{\circ} 44' 27''$, West Longitude $122^{\circ} 22' 29''$. A runway 3,500 feet in length and aligned $093^{\circ}/273^{\circ}$ magnetic was planned for Visual Flight Rule (VFR) operations with traffic patterns to the north. In this instance, Airspace Case 65-WE-220-NR, the Federal Aviation Agency found the airport acceptable from the standpoint of airspace utilization, provided an air traffic control tower was established and operated sixteen hours daily during the period of highest traffic volume. However, the airport was found unacceptable from a flight safety standpoint, because of surface obstructions to the west of the runway and within the turning area of the traffic pattern.

Subsequently, the proponent submitted a modified proposal involving two runways. One would be aligned $086^{\circ}/266^{\circ}$ magnetic, 3,000 feet in length, to be used primarily for landings, and another aligned $170^{\circ}/350^{\circ}$, 2,400 feet in length, to be used exclusively for takeoffs to the north.

The proposal was discussed at an Informal Airspace Meeting on April 25, 1966. Since this meeting, a third proposal has been submitted realigning the north/south runway seven degrees counterclockwise to $163^{\circ}/343^{\circ}$. It was stated by the proponent that training and jet operations would not be conducted at the field and that pattern flying seldom occurs. As contemplated, takeoffs would be made to the north to the extent the wind permitted, with a right turn following takeoff for aircraft proceeding to the south. Aircraft proceeding to northerly or northeasterly points would follow the west shore of the Bay to avoid conflict with NAS Alameda traffic.

When the wind dictated that takeoffs be made to the west or when a west landing is aborted, the proponent plans that a left turn will be made after takeoff with a flight path around Hunter's Point Hill.

At the Informal Airspace Meeting, establishment of the airport was unanimously supported except for objections which were voiced by the United States Navy, the Air Transport Association, the Bayview Hunter's Point Citizens Committee, and the Economic Opportunity Council. Concern was expressed by the Potrero Hills Merchants and Boosters Association that the modified proposal had not overcome the objections which they had submitted to the earlier case. In addition, Radio Station KSFO, which has an antenna on the proposed airport site, took a position that because of their "grandfather rights" no requirements should be made that the antenna be relocated. Each of these objections was considered by the Agency in its study and is discussed herein.

The United States Navy objected to the India Basin Airport because of an anticipated conflict between traffic patterns flown at NAS Alameda and those at the proposed airport. These airports are approximately 3.9 nautical miles apart. The Navy pointed out that application of guidelines for airport spacing and traffic patterns recently issued by the Federal Aviation Agency (FAA) proved the incompatibility of the India Basin Airport with NAS Alameda. Under these guidelines, the presumed flight path of aircraft operating from various categories of airports is set forth. The Navy is correct in application of the guidelines, in that an overlap of the traffic patterns for the two airports is apparent.

The guidelines, however, recognize that each situation is unique and because of the many variables involved an individual aeronautical study is necessary in order to reach a determination of acceptability or unacceptability of an individual proposal. The Agency, therefore, has examined other factors in its study to determine whether compatible use of the airspace can be made by NAS Alameda and the proposed India Basin Airport.

The proponent has stated a willingness to provide airport control tower service and coordinate movement of aircraft to and from the India Basin Airport with other traffic control facilities. In addition, the area of potential conflict is within the open view of the NAS Alameda control tower and the tower which would be constructed at the India Basin Airport. Another factor to consider is that the India Basin Airport would be located within the NAS Alameda Control Zone. Therefore, the weather conditions reported at NAS Alameda would govern the movement of aircraft at the India Basin Airport. Experience has shown that the bulk of aircraft movement at NAS Alameda occurs during daylight hours, which condition would assist the tower controllers and pilots in observing traffic. As previously stated, after the Informal Airspace Meeting, the proponent rotated the north/south runway counterclockwise to an alignment of $163^{\circ}/343^{\circ}$ magnetic to reduce the conflict with NAS Alameda to the extent possible.

After evaluating all of the factors which bear on the problem, it has been concluded that, while the guidelines previously mentioned are not met in all respects, the airspace over the Bay between NAS Alameda and India Basin could be safely utilized through the coordination efforts of the control towers at the respective airports.

The Air Transport Association's objections concerned potential conflict between departures from the San Francisco International Airport and aircraft operating to and from the India Basin Airport. The Agency study revealed that only ten percent of the departures from the San Francisco International Airport traverse the India Basin area. The distance between the two airports is approximately 7.4 nautical miles, and departures from San Francisco pass over the India Basin at sufficient altitude that conflict between these

departures and operations in the immediate vicinity of India Basin would be negligible. Further, pilots passing through the San Francisco Airport traffic area are obligated under the regulations of the Federal Aviation Agency to communicate with and secure authorization from the San Francisco International Airport Traffic Control Tower for such passage.

The representatives of the Hunter's Point Citizens Committee and the Economic Opportunity Council stated that the proposed airport was an unacceptable use of land and were concerned about noise effects on the community. The Agency did not consider the land-use matter in its study as this is a prerogative of other governmental agencies, but did consider the matter of noise.

The bulk of takeoffs are planned to the north over the Bay, and to the west only when high wind conditions dictate. Under these wind conditions, when taking off to the west, aircraft will reach higher altitudes more rapidly in relation to distance traversed over the ground. The immediate flight path of aircraft after leaving the runway to the west will not be over a residential area. Further, with consideration given to the type of aircraft using the airport and no jet aircraft proposed and the flight path around Hunter's Point Hill, it has been concluded that noise effects will be minimal.

In the original proposal, the Potrero Hills Merchants and Boosters Association and the Potrero Hills Neighborhood House, Inc., opposed the airport because of noise effects on the community. Potrero Hills was represented at the last Informal Airspace Meeting. At this meeting, it was explained that, with the new runway alignments and traffic flow, aircraft would not normally pass over the Potrero Hills when operating to and from the India Basin Airport.

With respect to the position taken by Radio Station KSFO, the Agency cannot render a judgment on the merits of their contention. It can be said, however, that should the airport be constructed the present antenna would exceed the standards of Part 77 of the Federal Aviation Regulations and would be an unacceptable obstruction.

The attention of the Agency has been drawn to plans for a second Bay crossing in the vicinity of the proposed airport. Detailed plans were not available to the Agency with respect to locations and height of this crossing in relation to the airport. Therefore, a finding cannot be made on this consideration. The attention of all interested parties is drawn to a problem which may require resolution in the future.

After consideration of all data gathered, it has been determined that establishment of the India Basin Airport is acceptable from an operational safety and airspace utilization standpoint provided:

1. The Pacific Gas and Electric Company power line located in the clear zone of the east/west runway and Radio Station KSFO transmission tower are removed.

2. An airport traffic control tower is established and operated at least sixteen hours daily during the period experiencing the highest volume of traffic.
3. Preference is given to takeoffs on the north/south runway when wind conditions permit.
4. No training flights are permitted.

This determination expires within two years of the date of this Notice to All Concerned unless construction has been started prior to that time.

Sincerely Yours,


H. E. Aldridge
Area Manager

NOISE LEVELS

The noise from the Freeway alone is 55 PNdB.

The general noise level on Potrero Hill from sources in the neighborhood is 70 to 75 PNdB. (The total noise level is not the sum of all sources; it is slightly higher than the highest noise source present.) Considering the measured ability of residential housing to decrease the noise heard inside from outside sources, the noise level inside the homes on Potrero Hill is less than the measured typical level in supermarkets or hotel lobbies, equal to restaurants, only 5 PNdB higher than libraries. (For exact statistics on these see tables VIII and XVI in Analysis of Community and Airport Relationships Noise Abatement, a technical report prepared for the FAA by Bolt Beranek and Newman, Inc.)

The FAA has published statistics on the noise of operation of various aircraft. For comparison it has also provided graphs of other noise levels. The figures are given in perceived decibels, which is the annoyance value of a noise source to a person at a given point. All figures are given as they would be perceived by a person standing at the middle of Potrero Hill.

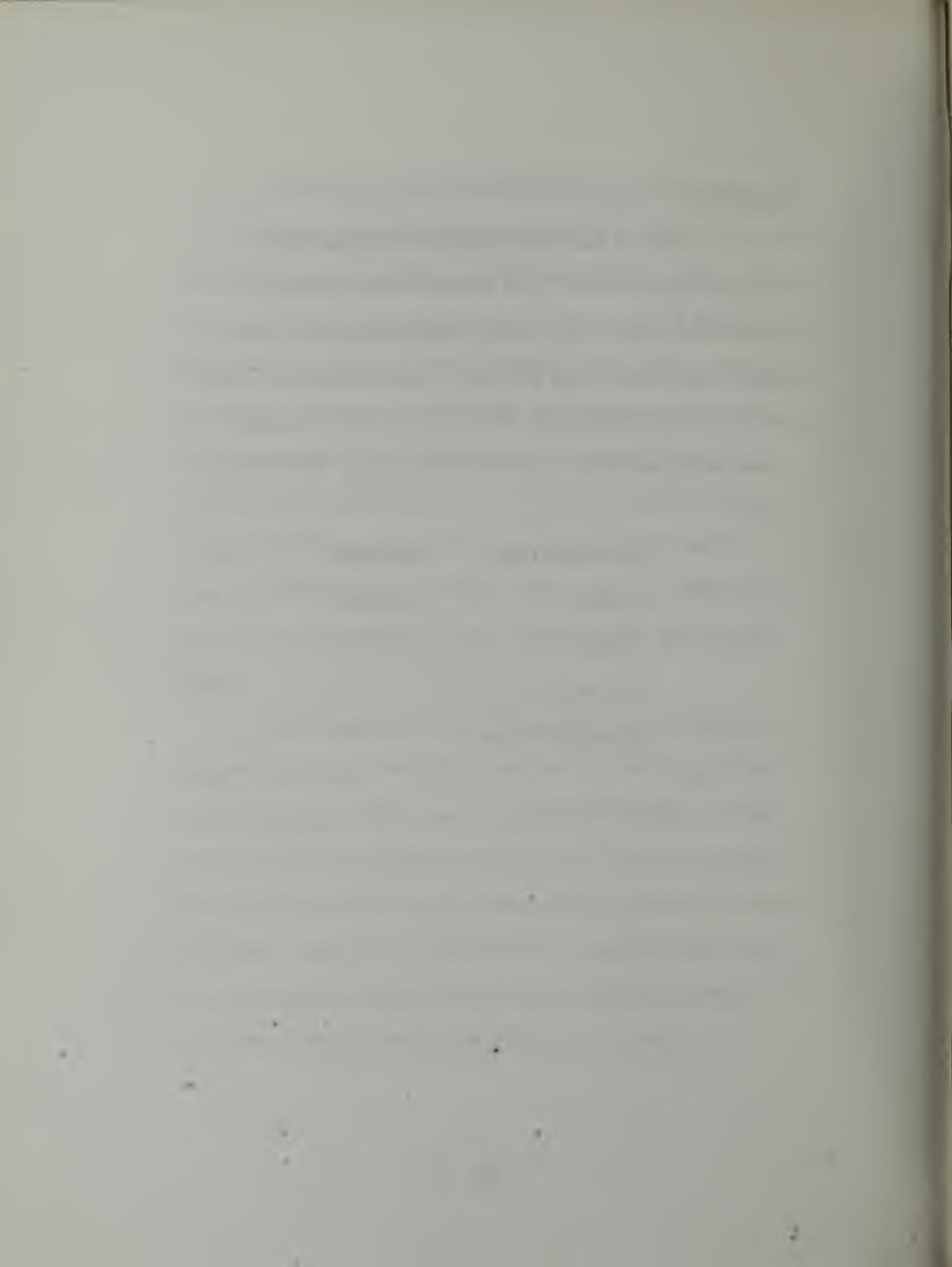
The noise of the heaviest plane to use India Basin -- a twin engine propeller plane -- would be 85 PNdB (perceived decibels) to someone standing on the top of Potrero Hill. The noise of a jet liner from San Francisco International flying over Potrero Hill would range from 90 PNdB to 100 PNdB, depending on whether it passed over the eastern or western part of the city. Therefore, the heaviest plane to use India Basin will be quieter than the jet carriers. The FAA did not bother to compute the noise of a single engine plane, but it would be less than half the amount of a twin engine plane. Eighty-four per cent of the operations at India Basin will be single engine planes.

As the decision of the FAA points out, landings and takeoffs are planned over the water where noise is no problem. In the event high winds require a takeoff to the west, the flight pattern will avoid residential areas, and, because of the wind, the aircraft will reach higher altitudes more rapidly in relation to distance traversed over the ground. Considering the type of aircraft that will use the airport and the exclusion of jet aircraft, it was concluded that noise effects will be minimal.

SAFETY

The accident rate for general aviation is 2.4 per million miles flown. The safety record is equal to commercial airlines, five times safer than autos or taxis, slightly better than buses or trains. All statistics are from official reports of the FAA. In fatalities to non-occupants -- innocent bystanders -- the ten year record, 1950 to 1960, is this:

| | |
|------------------|---------|
| autos and taxis | 100,000 |
| trains | 11,000 |
| buses | 4,700 |
| airliners | 33 |
| general aviation | 13 |



EFFECT ON INDUSTRIAL DEVELOPMENT

Fortune Magazine surveyed companies owning
and operating planes and reported these results:

Does the ownership and operation of a
company plane compare favorably in saving money
and time --

- to commercial airliners?

78% Yes
22% No

(Those not answering the question
have been eliminated.)

- to charter flights?

86% Yes
14% No

- to railroads?

68% Yes
32% No

- to autos

74% Yes
26% No

All factors considered is your company
satisfied with your ownership and operation of an
airplane?

97% Yes
3% No

Marion Electric Company was planning to leave
Manchester, New Hampshire due to a lack of general
aviation facilities. City officials persuaded the Air Force

to release part of the Manchester airport to public use. The company stayed, and when it merged with Minneapolis-Honeywell the president of the company donated \$500,000 for a master study of an industrial park built around the airport.

Today Manchester has a Regional Industrial Foundation to provide airport facilities, control the park, and attract new business. Consequently, between 1961 and 1963 the industrial payroll in the area doubled, employment doubled, and the tax income to the City of Manchester tripled.

The idea was widely emulated and by 1963 there were 207 such industrial parks built around general aviation airports in the United States. As another example, Hartford, Connecticut intended to close its downtown airport, Brainard Field, on completion of a new and larger airport outside the city. The city's intention was to sell the entire site to industry but a developer proposed that one runway be kept open and be used as a selling point for the remainder of the site. A single ad in the Wall Street Journal brought ten responses from businesses wanting to investigate the opportunity. Today there are eight businesses at Brainard Field and the developer expects to sell the remaining sites within two years.

South Plainfield, New Jersey, was considering whether to improve or close Hadley Field. The results of a survey of the local firms employing 86% of the industrial workers in the area revealed that more than half would be inclined to choose a site near an airport if they were to relocate, one-third said they would consider moving away if the general aviation airport was closed, and one-third stated that improvement of the airport would be an inducement to remain and expand. As a result, city officials improved the facilities at Hadley Field.

St. Paul, Minnesota created the Metropolitan Airports Commission in 1943 to study the situation. As a result, the entire airways system of the Twin Cities area has been efficiently designed around twelve airports. The plan includes large airline airports outside the cities, and general aviation airports close to the downtown areas. The Metropolitan Airports Commission's statistics indicate that general aviation brings \$233 million in business volume to the Twin City area which it would not get otherwise. The officials estimate that every \$1,000 of tax money invested brings a return in excess of \$2,000,000 per year. Minnesota Mining and Manufacturing

bases its executive aircraft at the downtown St. Paul airport.

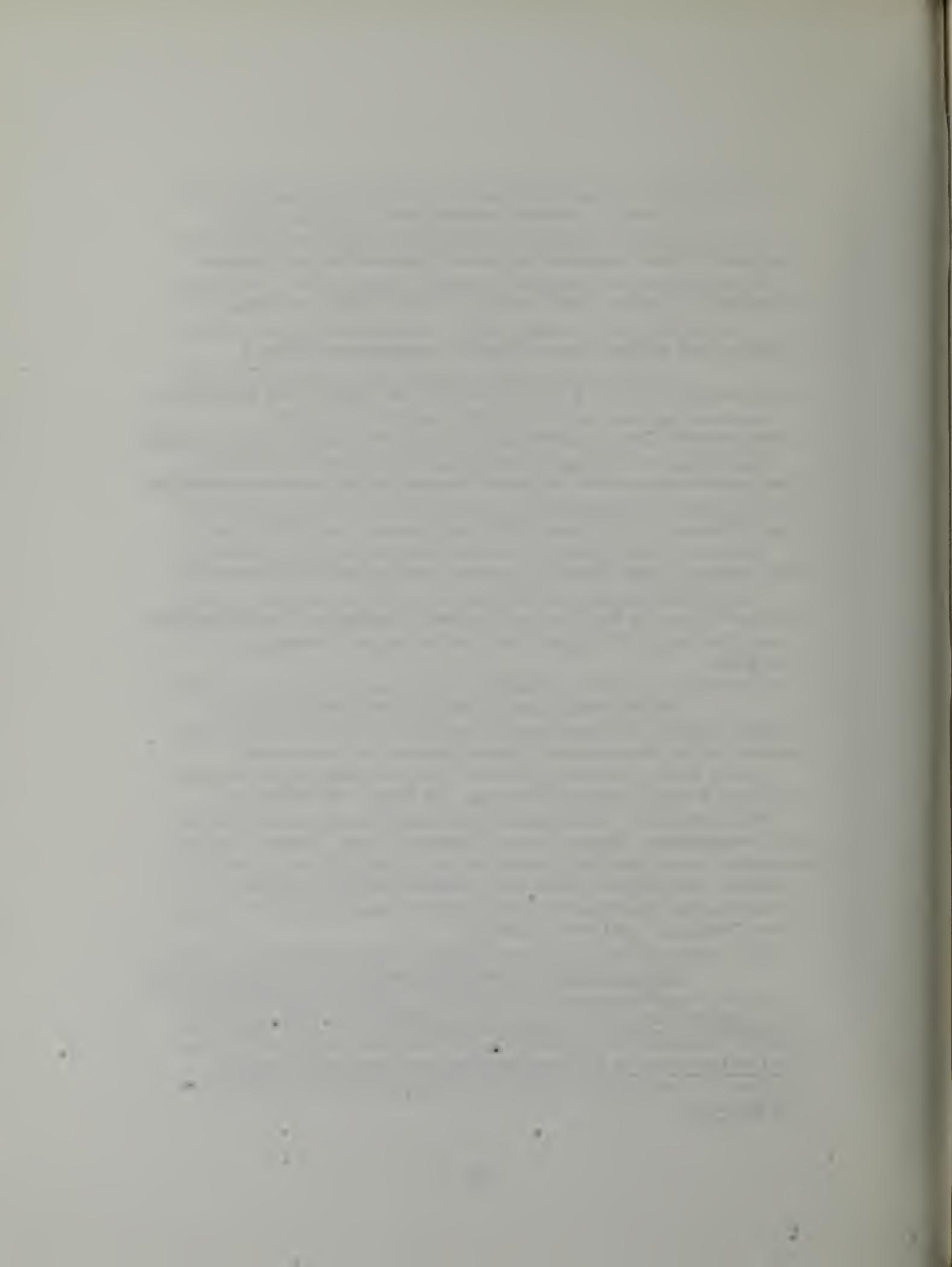
In addition to transporting its own personnel with maximum efficiency, the company brings 1,200 people to the city each year to visit the facilities. They estimate that 95% of the visitors have never been to the Twin Cities before.

The entire state of Kentucky has used improvement of general aviation as an industrial incentive. Wilson Wyatt, lieutenant governor and chairman of the Economic Development Commission, made this comment: "In 1960, when Kentucky finally launched an all-out economic development program, it was apparent that one of the first things we'd have to do was build a statewide chain of good airports. We knew that the use of small aircraft for executive transportation had mushroomed. And we were convinced that few business firms would take a second look at a city which had no airfield . . . Events have confirmed our thinking. By the end of 1963 the people of Kentucky will have spent a total of \$2,500,000 to build new airports and improve existing ones in almost every part of the state. We can definitely trace the acquisition of new industries to this, and we know that they have helped virtually all Kentucky business, old and new, to operate more efficiently and at greater profit."

In short, a modest expenditure is paying off in a big way. Other examples to prove this point include General Tire which located at Mayfield, Ky., to be near the airport; IBM located at Blue Grass Field in Lexington and flies a daily service to New York City as well as connections elsewhere when needed; Codell Construction bought two planes and increased its operations all over the state because of the increased mobility and efficiency of its supervisory personnel. In other parts of the country, State Farm Insurance reports that Charlottesville Airport played a decisive part in their location in Charlottesville, Virginia.

The following companies all base three or more planes at the Westchester County Airport in Connecticut; General Foods, General Electric, US Steel, US Industries, Air Associates, Alcoa, Anchor Hocking Glass, Bruce-Mueller-Huntley, Burlington Industries, Continental Can Company, Dow Chemical, and Esso Tankers.

Chicago officials credit the convenience of Meigs Field for company aircraft as partially responsible for the fact that 503 of the nation's 650 leading corporations have operations in that city.



WESTERN STATES AVIATION NEWS SURVEY

| | | |
|---|-----|--------------------------|
| Responses | 170 | |
| (Represents more than 220 pilots, since many indicated that other members of their firms or families are also pilots.) | | |
| Type of aircraft flown: | | |
| --single engine planes | 134 | 79% |
| --multiple engine planes (also qualified for single engine planes) | 36 | 21% |
| Owners of planes: | 136 | 80% |
| Would base aircraft at downtown airport | | |
| --for personal flying | 35 | |
| --for business flying | 24 | |
| --(presently based at San Francisco Int'l.) | 6 | |
| Use of proposed airport | | |
| --now uses S. F. Int'l. | 97 | |
| --would use downtown airport | 170 | (Use would increase 75%) |
| Frequency of use of downtown airport | | |
| --once a week | 50 | 29% |
| --twice monthly | 34 | 20% |
| --once monthly | 86 | 51% |
| Would use following facilities | | |
| --gas | 151 | 89% |
| --motel | 67 | 39% |
| --restaurant | 128 | 75% |
| --tie down | 135 | 79% |
| --car rental | 111 | 65% |
| Residence of respondents: | | |
| --Bay Area | 69 | 46% |
| --elsewhere in California | 86 | 56% |
| --out of state | 15 | 9% |
| Conclusions---- | | |
| Of the 69 residents of the Bay Area, 35 would base their pleasure flying and 24 would base their <u>business</u> flying at the new airport. This means more money spent and more jobs created in San Francisco. These pilots <u>want</u> to fly from San Francisco if there is a safe and convenient airport. | | |

The responses from elsewhere in California and especially from out of state indicate that this airport would increase tourism and business in San Francisco. The car rental is an important figure -- most of these pilots would be driving into the city to shop and sightsee, or conduct business.

Comments written on surveys:

- "Facilities at S. F. Airport are a disgrace to San Francisco and have been for more than 10 years. San Francisco should take a good look at operations at Bakersfield, Concord, Phoenix, Tucson."
- "The convenience of a downtown S. F. airport would be significant. I now pay \$37.50 a month hangar rental. Would gladly increase this to \$45 to be closer to home." The writer lives in S. F. but has his plane based at San Carlos and does not even use S. F. International.
- "We fly frequently to L.A., San Diego, Las Vegas, Sacramento, etc. We would like to go to San Francisco except for the distance from the airport and slow ground transportation."
- "The Oakland Airport has full facilities; you are welcome to taxi to the main terminal, pick up your rental car and be on your way. As for S. F., anything would be better than there."
- "I fly 75-125 hours a month. S. F. International is the worst airport on the West Coast for private planes."
- "Threaded my way in and out of S. F. Int'l. today. Hunter's Point looks OK."
- "Glad to know you are making this effort. We all need a downtown S. F. airport."
- "A large city like S. F. and the attractions they have, are missing the boat by not having this facility which many a smaller city has."
- "An airport for small aircraft nearby San Francisco would greatly help my business in the city."

-- "We fly to Napa for dinner - and other places alone or in a group - we would use this field too."

-- "A close in airport for San Francisco is badly needed. S.F. International cannot fill the need -- otherwise the trend will be to Oakland and Hayward."

-- "WHAT ARE YOU WAITING FOR?"

-- "Commercial pilots know how badly this airport is needed -- thank you, JC's for helping to spread the word."

-- "Many times my wife would like to stay in S.F. when we are in the area, but we don't, because of the awkward trip from the airport."

-- "Use of the above facilities would be based on the assumption that concessions were handled by private enterprise."

-- "Would like the convenience of closer airport for business reasons, also for safety away from commercial jets."

-- "Hurry up! We would move into the city if a suitable general aviation airport were available!"

-- "My Cessna 182 has 230 horsepower and carries four persons, I use it in exactly the manner that 100,000 Americans use automobiles, when I have a trip of 100 miles or more for business or for pleasure. The majority of the 90,935 civil aircraft active in the United States are of similar size and capacity and most are used for the same general purposes!"

-- "Badly needed for general aviators who want to spend an hour or so in SF."

-- "Check Chicago & Cleveland downtown airports - A must."

-- "Currently using Oakland with great inconvenience. S.F. definitely needs a private plane airport close in."

-- "It is very easy to pass an area without a conveniently located airport."

-- "San Diego has several immediate airports. We love S. F. and are looking forward to the airport."

-- "Corporate aircraft would be among principal users."

-- "There is a definite need for close in airports to the larger metropolitan areas. If this is not provided the flying public will patronize establishments closer to the airports."

-- "A 'closer in' airport would increase my business use of planes two or three hundred per cent." This comment from a resident of San Francisco

-- "S. F. International is getting too crowded for small planes and they seem to discourage small planes from landing there. Oakland is too far from most of my accounts but it is a nice place to land, and they encourage you there."

-- "Would fly into S. F. more often instead of \$100 per month phone bills."

-- "A well operated field at Islais Creek would be a definite advantage in our business in the area."

-- "Hoorah!"

-- "An airport based so close to downtown S. F. would be a great asset to the city."

-- "I would spend \$75 on the airport everytime I used it."

-- "Let's get moving. It has been a long time coming."

-- "I personally would go there (S. F.) more often for pleasure and business."

-- "It is about time someone does something to invite business into San Francisco."

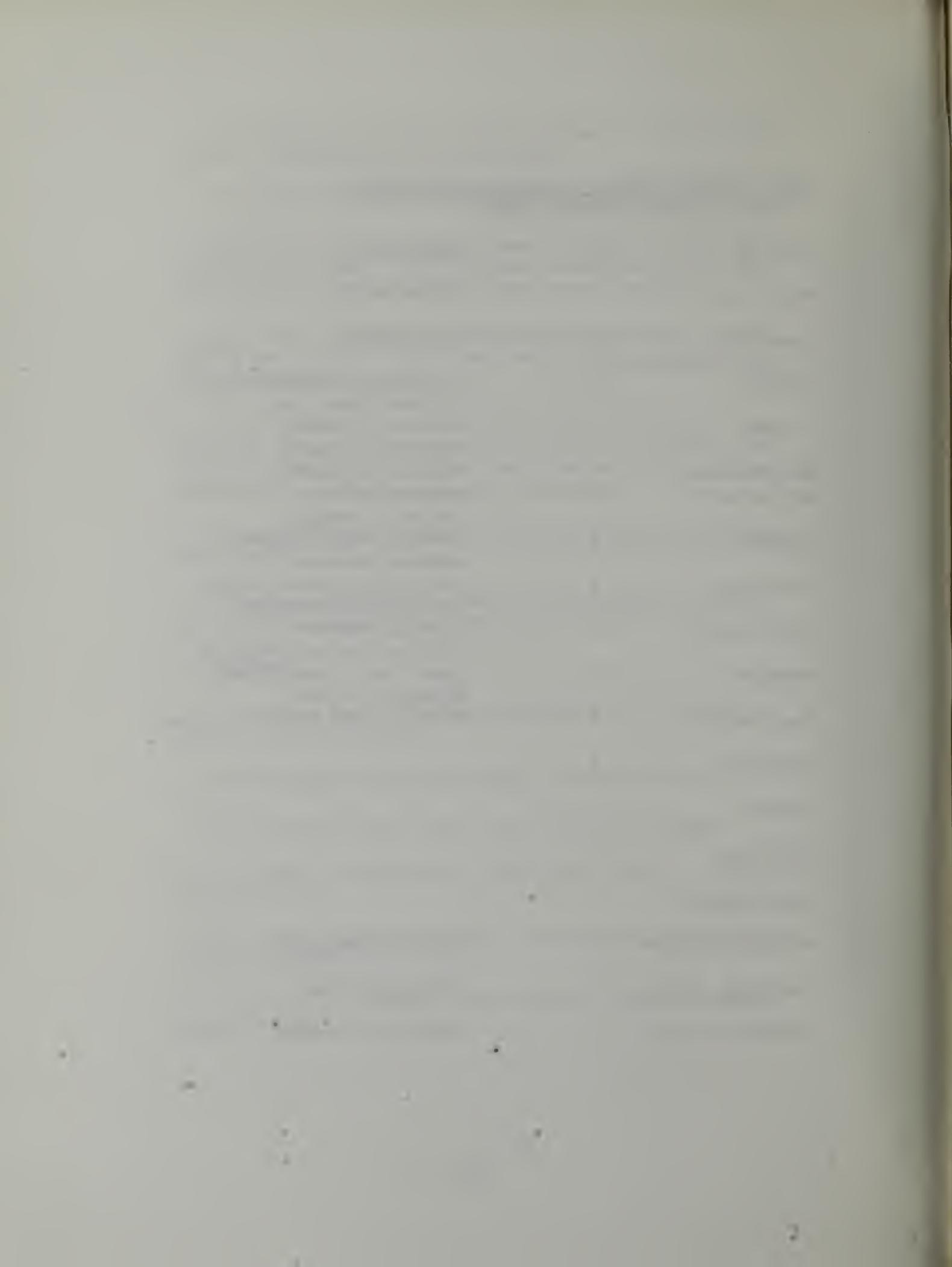
-- "Reluctant to use International Airport. Airport downtown much needed."

Base airfields of those responding to the survey
(Airfield where planes are kept)

| | | | |
|--------------------------------|----|--|---|
| San Jose | 26 | Long Beach | 3 |
| San Carlos | 18 | Half Moon Bay | 3 |
| Palo Alto | 11 | Marin County | 2 |
| Oakland | 11 | Firebaugh, Watsonville, Inyokern, Fair Oaks, | |
| Fresno | 7 | Fullerton, Hanford, Richvale, Fremont, | |
| San Francisco International | 6 | Auburn, Fall River, Daggett, Stockton, Oxnard, Coalinga, | |
| Modesto | 5 | Redding, Santa Barbara, Antioch, Hollister, | |
| Buchanan | 5 | Santa Rosa, Colusa County, Van Nuys, San Andreas, | |
| Santa Monica | 5 | Oroville, Burbank, Siskiyou County, Hawthorne, | |
| Hayward | 4 | Santa Cruz, Yucca Valley, Montugas, Chester, | |
| Sacramento | 4 | Kernan, Santa Ynez 1 each | |
| Monterey | 4 | | |
| Salinas | 3 | | |
| San Diego | 3 | | |

Out-of-State:

| | | | |
|-------------------|---|---------------------|---|
| Hillsboro, Oregon | 6 | Seattle, Washington | 2 |
| Roseburg, Oregon | 3 | Portland, Oregon | 1 |
| Medford, Oregon | 2 | The Dalles, Oregon | 1 |



TUCSON SURVEY

Tucson has accurately surveyed the value of general aviation to its economy. Phase III of the Transient Airport Survey, published by the Tucson Airport Authority in 1964, considered the five years after they added a motel and restaurant to the airport, extended the facilities, and advertised its availability throughout Arizona and nearby states. These are the results:

| | <u>Number spending money for this purpose</u> | <u>Average amount spent</u> |
|----------------------------|---|-------------------------------------|
| Aircraft services | 39.8% | \$27.82 |
| Transportation | 10.2% | 20.45 |
| Lodging | 14.0% | 26.88 |
| Meals | 21.7% | 16.51 |
| Entertainment | 5.1% | 23.00 |
| Merchandise (per plane) | 6.1% | 12.00 |
| Air Ambulance | .3% | 97.35 |

In the entire period of the survey \$12,098,000 was spent in Tucson by visitors who arrived in private or business aircraft. Aircraft arrived from all fifty states and fifteen foreign countries. Pilots from more than 1,000 American cities and fifty foreign cities landed at that airport and spent money in Tucson.

Authorities estimate that the business by air produced more than
\$700,000 in local taxes. The greater traffic anticipated at India
Basin should yield even greater income.

Other studies indicate that these figures are conservative.
For instance, a survey by the state of Michigan covering airports
throughout the state produced higher results. This study showed
that the average pilot stayed .8 days and spent \$15.44 and the
average passenger stayed 1.1 days and spent \$21.34. Thus for
a small investment a substantial return could be obtained by
adding to present brochures and advertising by the tourist bureau
the fact that general aviation can now reach this city -- that
light plane air travelers and their business are now welcome
in San Francisco.

Quotes from Letters from Schools Surrounding
Reids Hillview Airport in San Jose

". . . I wish to mention the fact that we have not been bothered in any way with the planes taking off or landing from the field located not too far from our school. . ."

Sister Jeanette Marie, Principal
Most Holy Trinity School

". . . We are not unduly disturbed by aircraft noise. Usually the flight of an airplane near the school goes unnoticed in the classroom. Only on rare occasions will a particularly noisy airplane attract any attention. None of the teachers have complained about any classroom problems caused by aircraft."

Robert E. Bird, Principal
Mildred Goss School

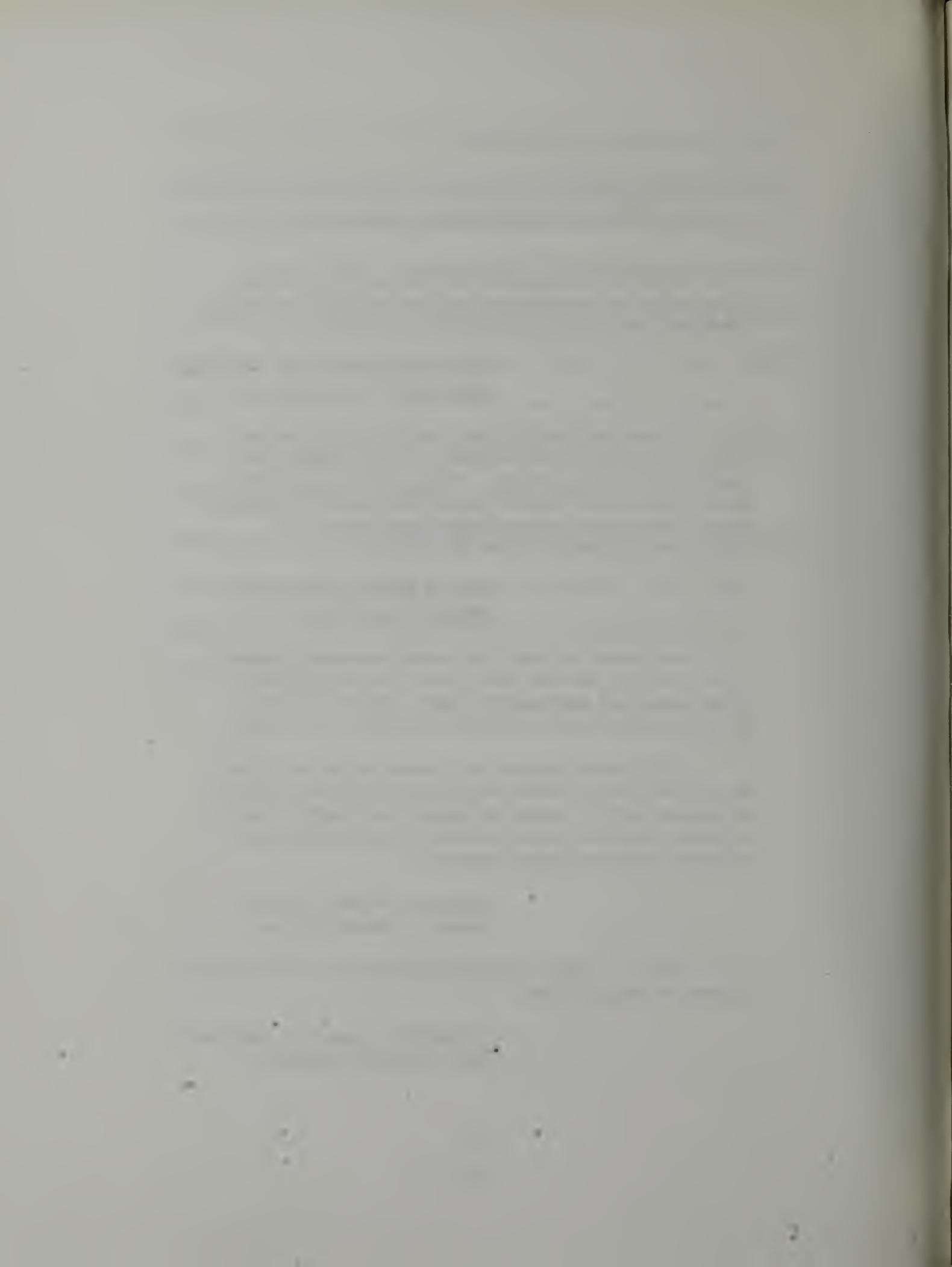
". . . Air traffic at Reid's Hillview presents no undue noise. In fact, we are barely aware of the presence of incoming and outbound aircraft. There is little or no distraction in the classrooms caused by air traffic.

"In view of the fact our school property adjoins the airport site, I would say from our experience that an airport with a volume and type of air traffic similar to Reid's Hillview should present no noticeable noise or distractions to nearby schools."

Gerald L. Skow, Principal
Donald J. Meyer School

". . . We have experienced no difficulties or disturbances caused by the airplanes. . ."

Wilbur M. Concklin, Principal
Mt. Pleasant High School



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*That economic justice can best be won
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*That government should be
of laws rather than of men;*
*That earth's great treasure
lies in human personality;*
*And that service to humanity
is the best work of life.*

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